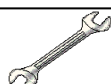


SAFETY PROMOTION NOTICE

SUBJECT: STANDARD PRACTICES

Recommendations for Work at Height - Human factor approach

For the attention of



| AIRCRAFT CONCERNED | Version(s) | |
|--------------------|--|----------------------------|
| | Civil | Military |
| EC120 | B | |
| AS350 | B, BA, BB, B1, B2, B3, D | L1 |
| AS550 | | A2, C2, C3, U2 |
| AS355 | E, F, F1, F2, N, NP | |
| AS555 | | AF, AN, SN, UF, UN, AP |
| EC130 | B4, T2 | |
| SA365 / AS365 | C1, C2, C3, N, N1, N2, N3 | F, Fs, Fi, K, K2 |
| AS565 | | MA, MB, SA, SB, UB, MBe |
| SA366 | | GA |
| EC155 | B, B1 | |
| SA330 | J | Ba, L, Jm, S1, Sm |
| SA341 | G | B, C, D, E, F, H |
| SA342 | J | L, L1, M, M1, Ma |
| ALOUETTE II | 313B, 3130, 318B, 318C, 3180 | |
| ALOUETTE III | 316B, 316C, 3160, 319B | |
| LAMA | 315B | |
| EC225 | LP | |
| EC725 | | AP |
| AS332 | C, C1, L, L1, L2 | B, B1, F1, M, M1 |
| AS532 | | A2, U2, AC, AL, SC, UE, UL |
| EC175 | B | |
| EC339 | | KUH/Surion |
| BO105 | C (C23, CB, CB-4, CB-5), D (DB, DBS, DB-4, DBS-4, DBS-5), S (CS, CBS, CBS-4, CBS-5), LS A-3 | CBS-5 KLH, E-4 |
| MBB-BK117 | A-1, A-3, A-4, B-1, B-2, C-1, C-2, C-2e, D-2, D-2m | D-2m |
| EC135 | T1, T2, T2+, T3, P1, P2, P2+, P3, EC635 T1, EC635 T2+, EC635 T3, EC635 P2+, EC635 P3, T3H, P3H, EC635 T3H, EC635 P3H | |

INTRODUCTION

The purpose of this Safety Promotion Notice is to better define and outline work at height **to ensure that the risk from falling from one level to another IS ELIMINATED OR MINIMISED AS LOW AS REASONABLY PRACTICABLE (ALARP)**.

WHAT IS WORK AT HEIGHT?

Work at height is considered as any maintenance activity performed above ground level. Basic rules require that the operator remains in permanent contact with 3 contact points (2 feet and 1 hand for instance) adapted to this usage (step area or maintenance handle).

CONTEXT

On helicopter, maintenance actions are usually performed above ground level, out of the operator's reach.

In line maintenance, the operator's movements between the helicopter and the ground represent no less than 30% of the total workload, including work at height phases.

It is known in bibliography that 62% of the operators in the global industry (including aerospace) consider that maintenance activity is arduous.

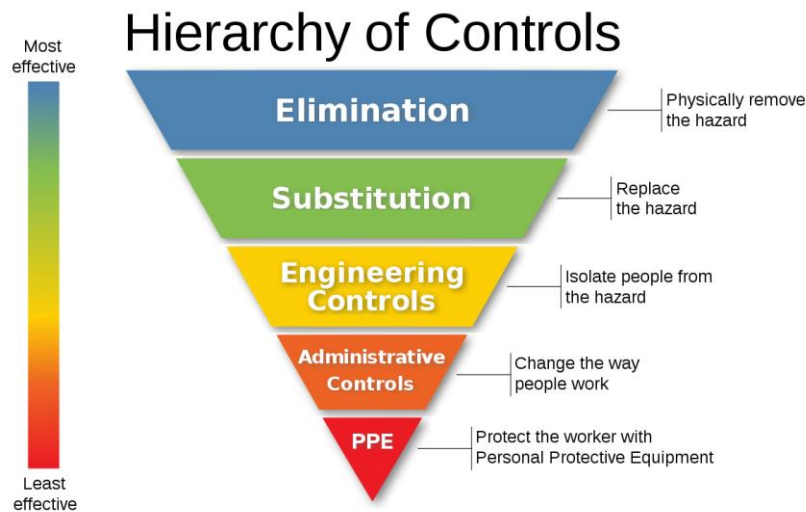
Moreover, 20% of work accidents occur during maintenance activities.

RECOMMENDATION FOR WORK AT HEIGHT ACTIVITY

Employers are responsible for the safety of employees and must provide all the necessary means to perform work at height.

HIERARCHY OF CONTROLS

Airbus Helicopters **strongly recommends** using the Hierarchy of Controls for all maintenance tasks to manage the risks associated with working at height;



1. Step 1: Design or re-organize to **eliminate** hazards. ...
2. Step 2: **Substitute** the hazard with something safer. ...
3. Step 3: **Isolate** the hazard from people. ...
4. Step 4: Use **engineering** controls. ...
5. Step 5: Use **administrative** controls. ...
6. Step 6: Use **Personal Protective Equipment (PPE)**

For any work on the upper deck area or on the tail area, depending on national regulations in force, Airbus Helicopters recommends to operators the use of collective or individual protection against falls.



Airbus Helicopters **strongly recommends** using collective protection against falls from height, see alternative solution in the Appendix.

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In case of work at height, if it is not possible to use collective protection, the following system can be used as Personal Protective Equipment by the operator to secure the **working activity** in respect to the minimum anchor point height calculation as per chapter RATIONAL TO MINIMUM ANCHOR POINT HEIGHT FOR USE OF SAFETY HARNESS:

- The operator should wear a safety harness, attached to a lanyard and an energy absorber.
- At the main or tail rotor area, the operator can attach the lanyard only to the permitted anchoring location shown in the specific helicopter procedure*.

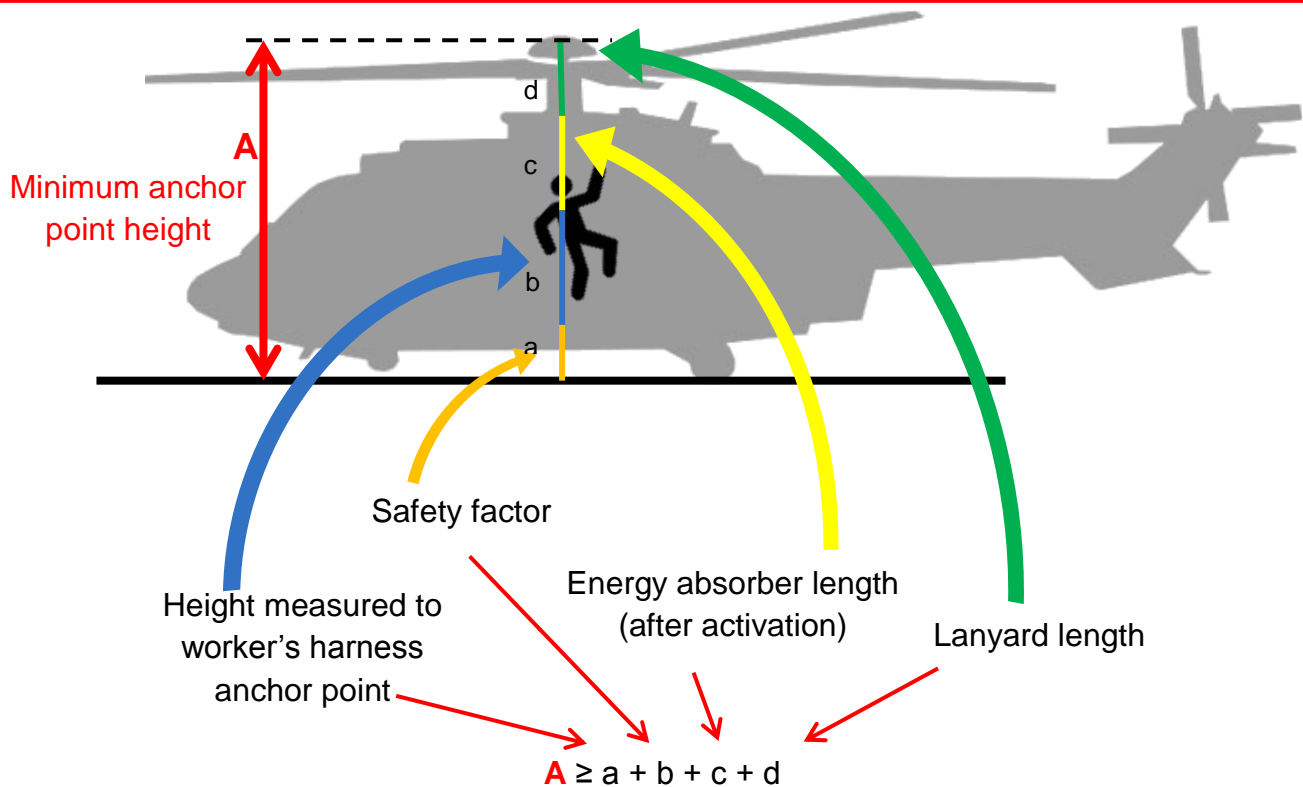
The operator must be trained and in healthy condition.

All the actions described above must be done in accordance with the local regulation and the Health & Safety department has to be referred to for safety equipment instructions.



*Attachment point can be aircraft authorized area OR external work at height safety means.

The minimum anchor point height for the use of a safety harness depends on the worker's height; material used, helicopter configuration and local regulation; the calculation must be done for each case to set the minimum anchor point height.



MINIMUM ANCHOR POINT HEIGHT FOR USE OF SAFETY HARNESS

If in doubt, please contact Airbus Helicopters Technical Support to define the appropriate procedure with respect to the local regulation.

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ALLOWED MAIN & TAIL ROTOR AREA TO BE USED AS ANCHOR POINT

Those anchor points are provided as general information, specific instructions will be shown for each helicopter in the AMM documentation.

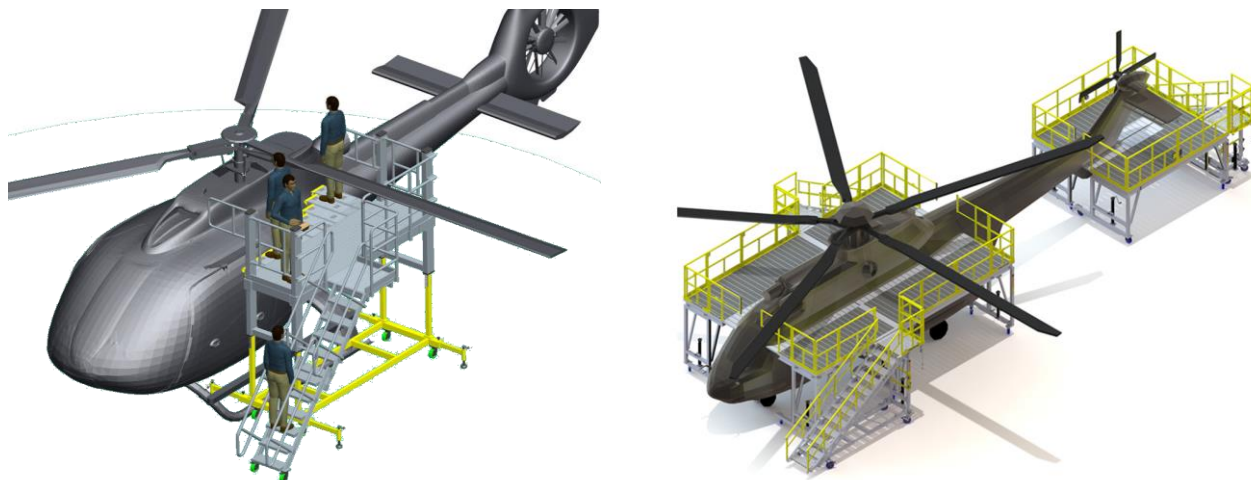
The operator must consider height limitation in accordance with locally available **safety material, operator size and helicopter configuration** (aircraft on wheel with different attitude or jacked) to ensure respect of safety rules and regulation while working at height.

| | |
|-------------------|---|
| H125 & H130 | Main Rotor Sleeve |
| Dauphin family | Main Rotor Sleeve |
| Super Puma family | Main Rotor Sleeve |
| H175 | Main Rotor Hub, Engine compartment & Tail boom area |
| H160 | Main Rotor Sleeve |
| H135 & H145 | No area identified |
| First generation | No area identified |

In case of fall using the anchor point defined above, please contact AH Support for instructions on inspection and part repair or replacement.

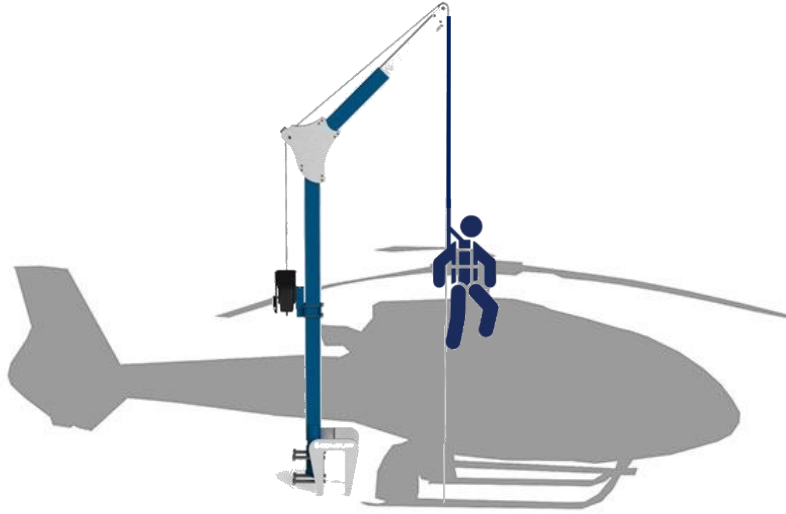
ALTERNATIVE SOLUTIONS

Use of collective protective equipment through maintenance platform respecting local regulation.

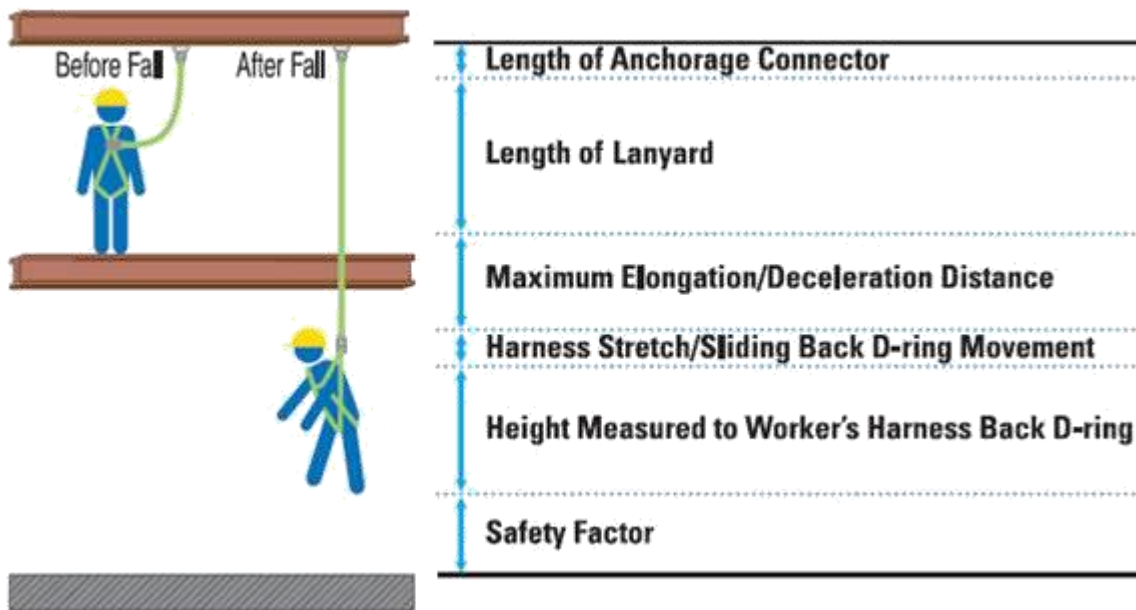


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Use of crane combined with safety harness (Personal Protective Equipment) respecting local regulation.



RATIONAL TO MINIMUM ANCHOR POINT HEIGHT FOR THE USE OF A SAFETY HARNESS



INRS recommendation

REFERENCES

- AFIM, 2004. Workload perception in Europe.
- Agence Européenne pour la Santé et la Sécurité au Travail, 2010.
- Documentation INRS, 2019. Travail en hauteur.